

Business Development and Manager of the word processing center, was approached by two of his employees in the word processing center who wanted to stagger their work hours and give themselves a day off every other Friday. He agreed, and the women were not only happier, their productivity in their high stress jobs has increased. Now they work longer 4-day weeks one week, followed by a regular 5-day work week the next.

Mr. President, First Tennessee's efforts have paid off. They were recently named the number one family-friendly company by Business Week magazine. This is a fine example of how change and risk-taking are beneficial to the growth of companies. First Tennessee has seen the benefits of its Family Matters program and other family friendly programs in elevated company morale, improved productivity and increased employee tenure.

First Tennessee's interest in improving itself from the inside out is an example to us all that every organization can make improvements. Taking a proactive approach and involving employees in the learning process is a greatly admired advance toward company improvement. First Tennessee has been innovative and is sure to continue to see added improvements and benefits due to its responsibility to its employees as well as its customers.●

#### TRIBUTE TO DR. BILL WILEY

● Mr. JOHNSTON. Mr. President, I have been privileged in my career in the U.S. Senate, through my work on the Energy and Natural Resources Committee and on the Appropriations Subcommittee on Energy and Water Development, to work with many of the great scientific minds of this country. I rise today to pay tribute to one of those scientists with whom I worked especially closely and who was a longtime close personal friend before his death last summer.

Dr. Bill Wiley of the Battelle Memorial Institute built a monumental career and left a huge legacy first and foremost because of his special gifts and training as a fine scientist. His achievements over his 31-year career with Battelle, beginning as a staff research scientist and ending with his position as vice president for Science and Technology, contributed significantly to this country's scientific understanding.

But I believe that the work for which Bill Wiley should and will be best remembered is the concrete result of his vision which is now nearing completion on the banks of the Columbia River in Richland, WA, the Environmental Molecular Sciences Laboratory [EMSL], which will be the jewel of the Pacific Northwest National Laboratory and which may very well hold the key to this country's Herculean effort to the cleanup of the Hanford Nuclear Reservation and other, similar sites around the country.

Armed only with this vision and his irresponsible charm and enthusiasm, Bill Wiley came to see me several years ago to lay out his plans for EMSL, undaunted by skeptics who had told him at every turn that it might be a good idea, but the Congress was unlikely to embrace such a costly project. I must say that had it been anyone other than Bill Wiley pushing the dream, the skeptics probably would have been right. But Bill not only convinced me that it was worth doing, he persuaded all the other relevant players that not only was it something we could do, but that it was something a great nation should not fail to do. I visited the EMSL facility in its late stages of construction shortly before Bill's death last summer. Anyone who ever harbored doubts about the wisdom of this research facility should go have a look when it opens its doors next month. It will be home to America's finest scientists employing the latest tools doing the best research in the world today. And it is a point of special pride to those of us who were his friends that they will be doing so in the building named in memory of William R. Wiley.

This African-American son of an Oxford, MS, cobbler served his Nation well professionally and as a humanitarian who was never too busy in his career to help the less fortunate who were trying to work their way up the ladder or merely to get to the first rung of the ladder. I know many colleagues join me in expressing our condolences to Bill's loving wife Gus and to his daughter Johari Wiley-Johnson and in expressing our deep gratitude for the paths that Bill Wiley charted and the mark he left behind.●

#### THE WILDFIRE SUPPRESSION AIRCRAFT TRANSFER ACT

● Mr. KEMPTHORNE. Mr. President, late last night the Senate acted to adopt S. 2078, the Wildfire Suppression Aircraft Transfer Act. Senator BINGAMAN of New Mexico and I introduced this bill, along with Senator CRAIG with the support of the administration 2 weeks ago. Senator KYL has joined us as a cosponsor, and the bill has been cleared by the Armed Services Committee.

This summer, more acres have burned than in any other fires season in the past 50 years, and unfortunately, this fire season is not over yet. Forest scientists warn us that severe fire seasons are becoming more and more frequent, which is a real cause of concern when rural populations growth is increasing the number of private homes that come into direct contact with fires on Federal lands.

The Forest Service has determined that the existing fleet of aircraft is inadequate to meet Federal obligations to control fire to protect lives, property and resources. The fleet available to them consists currently of 39 planes, two thirds of which are World War II and Korean war era aircraft. An aver-

age of one plane a year is lost to old age or accidents. In meetings with the Armed Service Committee, to which the bill was referred, the Forest Service estimated that they will need access to 20 additional planes over the next 3 to 5 years to maintain service and meet increasing demands.

The most obvious source of these planes is surplus military equipment. But the Forest Service and the Department of Defense have found that the planes are not making it through the system to be available for purchase by private contractors. In response, this bill would give the Secretary of Defense the option of making fire fighting needs a priority for the sale of aircraft excess to the needs of the Department. The Secretary of Defense would do so only in response to a request from the Secretary of Agriculture. The legislation ensures that aircraft could only be available for purchase by companies certified to have Forest Service contracts to fight fires, and requires the Secretary of Defense to develop regulations to enforce restrictions that the aircraft sold would only be used for fire fighting purposes.

We do not have time to waste. It will take an estimated 1 to 2 years to retrofit a plane to be used to fight forest and range fires. By Forest Service estimates, we are already two planes short of an adequate fire fighting fleet. The 1996 fire season has already burned nearly 6 million acres across the country. That is three times the 10 year average, but it is not much more than we saw burn in 1994. These fires are burning more intensely, with devastating effects on the environment, and creating dangerous situations for our citizens. In my own State, local and Federal officials are working around the clock to ensure that the scorched hillsides above Boise to try to minimize the devastating mudslides that are only a few inches of rain away. In the way of those mudslides are schools, homes, the downtown district, and our State capitol building.

I am pleased my colleagues recognized the urgency, and agreed to adopt this legislation to make it possible for the Forest Service to have access to the equipment they need to keep our citizens, their property and our natural resources safe from catastrophic fires.●

#### TRIBUTE TO CHARLES M. PIGOTT

● Mr. GORTON. Mr. President, at the end of this year Mr. Charles M. Pigott will step down as chairman and chief executive officer of PACCAR, Inc. Today I would like to recognize Mr. Pigott for his superb achievements and to pay tribute to a thoughtful and considerate friend.

Guided for nearly three decades by Mr. Pigott's steady hand, PACCAR is now America's largest domestically owned truck manufacturer. His pursuit of quality and innovation has left a lasting imprint on the company and American industry as well.